

THE

CHINA



MAIL.

VOL. XXII. No. 1129.

HONGKONG, THURSDAY, 4TH OCTOBER, 1866.

PRICE, \$15 PER ANNUM.



OFFICIAL NOTIFICATIONS.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail*, and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Canton.

D. B. ROBERTSON,
Consul.British Consulate,
Canton, 16th April, 1866.

It is hereby notified that, until further orders the *Evening Mail*, *China Mail* and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Amoy.

British Consulate,
Amoy, 24th April, 1866.

INTIMATIONS.

"CHINA MAIL" OFFICE.
PUBLISHED AT THIS OFFICE,
No. 2 WYNDHAM STREET,
BACK OF THE CLUB.

1. THE EVENING MAIL.
A DAILY PAPER.

PRICE.—\$2 per Month.
TERMS OF ADVERTISING.—First insertion,

Ten lines and under \$1; each additional line, 10 cents. Subsequent insertions, per Week, 50 cents and 5 cents. ("AUCTION" Notices are accepted, for which only one charge per week is made.)

2. THE CHINA MAIL.
AN ORIGINAL WEEKLY PAPER.
(EVERY THURSDAY NIGHT.)

PRICE.—\$15 per Annum; Single Copies, 44 cents.

ADVERTISING.—Same as *Evening Mail*. The *CHINA MAIL* has been permanently enlarged in size, namely from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hongkong news as well as from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to Advertisers in this newspaper.

3. OVERLAND CHINA MAIL.
CONSISTING OF 8 FULL PAGES, and containing the articles in the *EVENING* and *CHINA MAIL* with Summary of News and Commercial Summary.

ONCE-A-FORTNIGHT.

THE MORNING OF THE MAILS' DESPATCH.

PRICE.—To Subscribers to the Weekly issue, \$8; to Non-subscribers, \$12. Single Copies 50 cents.

ADVERTISING.—The same as in the Weekly. All "NOTICE OF FIRMS" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & Co.
Hongkong, 17th May, 1866.

NOTICE.

MESSRS A. SHORTREDE & Co. would draw the attention of parties advertising to the facilities offered by the alterations lately made in the management of the Firm for repetitions in Chinese of Notices respecting Shipping and Mercantile affairs generally.

TERMS FOR ADVERTISING.

For the Current Week.

If translated by Messrs SHORTREDE & Co. \$1 for the first fifty characters, beyond that number one cent per character.

If sent in already translated into Chinese 50 cents for the first fifty characters, beyond that number one cent per character.

Repetitions half-price.

Copperplate Bill Heads and Visiting Cards promptly and neatly executed.

Paper and Envelopes embossed with Crests, Initials, &c.

A. SHORTREDE & Co.
("Chin Mail" Office,
Hongkong, January 25, 1866.

NOTICE.

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A. SHORTREDE & Co.
("Chin Mail" Office,
Hongkong, January 25, 1866.

NOTICE.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED

NOTICE is hereby given that the Third

CALL, of \$25 each, due upon the Shares of this Company, will be due and payable on the 6th day of August next, at the Offices of the Hongkong and Shanghai Banking Company, Limited, Hongkong, where receipts will be granted for the amount by the Manager, which receipts can be exchanged for Share Certificates at the Office of the Company on and after the 6th day of August next.

Interest at the rate of twelve per centum per annum will be charged on all amounts unpaid.

By Order of the Board of Directors.

(Signed) AUGUSTINE HEARD & Co.

General Agents.

Hongkong, July 5, 1866.

Spanish Dollars; Six Months, a month before the expiry of the

advance. Subscriptions will be

each additional Line, Twenty

cents. Firms will be continued,

Street, Swatow, Brown & Co.

Co. & Co. Manila, C. Karate

passage out

on the 6th day of August next.

Interest at the rate of twelve per centum per annum will be charged on all amounts unpaid.

By Order of the Board of Directors.

(Signed) AUGUSTINE HEARD & Co.

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THE CHINA MAIL.
PUBLISHED WEEKLY.
HONGKONG, THURSDAY, 4TH OCTOBER, 1866.

BIRTH.
At Shanghai, on the 21st September, the Wife of
WILLIAM GEORGE BAYNE, of a Daughter.

MARRIAGES.

On the 16th of August, at the Church of the Holy Trinity, Liverpool, by the Revd. W. Dunford (Guardian of the bride) assisted by the Vicar of the Parish, Revd. W. Charles Bowra, Imperial Maritime Customs, to the Revd. Charles Bowra, third daughter of the late S. Woodward, Esq., of Calcutta.

DEATHS.

On the 7th Aug. at Manchester, aged 47, Frederick Henry Tooley, Esq., eldest son of Henry Tooley, Esq., of Brighton (Surrey).
At Shanghai, on the 24th September, EASTON DE ST. CLOUDE, Esq., on the 21st September, THOMAS STABLES, Bishop Wearmouth, Durham, Master Mariner, late of Dutch barque *Patendeng*, aged 38 years.

EC 10ES OF THE WEEK.

After the "seven days war" in Europe people are beginning to yawn over the scanty items of Japanese news which come to hand in driblets. By the last advices from Nagasaki we learn that H. M. S. *Argus* has left for the Inland Sea, where she will remain to watch proceedings. The capture of Kokura and Sasezaki (?) by Chosiu is confirmed. The *Asso* has been sold to the Japanese, but not yet delivered. For the present she is still under charter.

From COREA we learn by private advices that the French Admiral, in the *Primauguet*, with the *Turif* and *Dervalade*, left Chefoo to take a survey of the coast of the Corea. We expect shortly to hear of more active operations in that neighbourhood. The Coreans will doubtless be astonished at the hornet's nests they have raised about their ears by the murder and torture of a few barbarians. From Tientsin we have fresh rumours of an intended assassination of the foreigners at the Capital. We refer our readers to a letter which appears in another part of our columns for particulars, but must confess to feeling some incredulity of the news.

A large fire has broken out at Chinkiang, in consequence of the careless way in which the natives chin chin'd the moon then eclipsed.

A notification has been issued by the consul at Hankow, cautioning British merchants there against importing illegally coined coin. The coins are composed of thin, and very characters *Kuan yang*.

obverse, instead of the style of some Emperor of the present. The merchants are also to be against importing the "sand-skin" variety *sho' ko* 砂殼 a still smaller cash of similar properties, under penalty of confiscation. Mr Medhurst has also issued a circular (not in his official capacity) inviting the people of Hankow to subscribe towards the erection of a church at that place. The building now hired for church purposes will have to be definitively given up at the end of September and there is no prospect that a public service will be able to be kept up after that date. It has been suggested that a room at the British Consulate should be placed at the disposal of the church committee, and by others that another building might be procured on a tenure similar to that under which the present one is held. As regards a room at the Consulate, Mr M. explained that however desirous he is as H. B. M.'s consul to do all in his power to oblige the community, he does not feel himself called upon to alienate any portion of the consulate office from its legitimate purpose, when he sees so little prospect of ever having the portion so lent placed again at his full disposal. The other alternative, that of hiring another building in the place of one now about to be given up seems to be equally out of the question through want of funds. The sum required is Tls. 3,000, half of which will be obtained from the home government, when the other moiety is locally subscribed. The subscription list opens to-day, a public meeting of subscribers is to be held when the list is filled up.

From Shanghai there is no news of political importance. The heat seems to have been excessive. The news says.—The summer has closed with a list of deaths from pure heat and exhaustion, long enough to make the hardiest consider what means are available to brace his constitution against the enfeebled influence of July and August in coming years, or how he may best recruit its strength and restore its tone after such weather as the continued heatness of the mercury to 100° of Fahrenheit indicates.

The Cricket season has commenced in Hongkong, the first game having been played a few days since and the event formally inaugurated by a dinner in the Evening.

The English Mail has arrived untimely early this trip, being five days before her time. The *Ottawa* is the vessel that has thus honorably distinguished herself.

A Meeting of shareholders in the Shanghai Wharf Company was held on the 26th to deliberate on the means of raising a loan of Tls. 22,000 to pay off the mortgage held by the Commercial Bank, for which the liquidators were pressing; and a resolution was

passed leaving the deeds in the hands of the Commercial Bank to deal with as the liquidators might please.

The Taotai has expressed his readiness to follow the example of his predecessor, in giving a cup to be shot at for the volunteer rifle meeting to be held in November.

A Lighthouse is to be erected at the entrance of the Yangtze its cost to be defrayed by the Customs.

Locally we have several items of news to record. The Chinese deputation who presented a memorial against the imposition of a Stamp Tax and various other small matters were not received last Saturday in consequence of the Chinese version of His Excellency's reply not having been prepared. They are to "call again" next Saturday, and will we doubt not receive a very convincing answer to their objections. The Memorial from the English residents has not yet been prepared; with such sharp men on the committee as those we cannot account for the delay. Delays are proverbially dangerous, and the Colonial Office will have had time to swallow and digest the arguments in favor of the act before a line against it makes its appearance from Hongkong. Outwardly all signs of agitation have died away, but perhaps something is yet going to be done.

No particulars of the success or otherwise of the police in detecting the pirates who attacked the *Lubra* have as yet been given to the public, and we think they are wise in withholding information calculated to put the scoundrels on the alert.

The return of Mr Commissioner Pin and his companions has been one of the noticeable events of the past week; he is now believed at Canton, enjoying *Otium* (not *Opium*) as it has been wickedly suggested *cum dignitate* after his extensive travels.

The news of the arrival in England of the tea clippers *Taiping*, *Ariel*, *Serico* and *Fiery Cross* in the order named has created a little excitement; more than one resident in Hongkong has lost a figure or two' of dollars on the event, while of course others have won them.

The case of the *Prince Albert*, confiscated some months since at Canton for being found at a port not open by treaty has, it is said, been referred to Peking. A contemporary says that a fresh enquiry has

closed into the circumstances of the

Sir R. Alcock." The news may antially, though we doubt it, only Sir Richard has not yet

which enable him to "or

... to see the day arrive

when British officials can give orders to the

Chinese, but we fear our contemporary in this case is in advance of the age by some

years. We should be glad to hear nevertheless that the *Prince Albert* was restored to her owner. A committee has been appointed to "sit upon" the mint, Messrs. Mercer, Whittall, and Long. No better selection could have been made:

These gentlemen whose opinions represent the three sections of the Colony as respects the mint—those friendly to the scheme; those opposed to it, and those who are neutral—will doubtless furnish most complete report which will set at rest the troublous discussions which occasionally arise upon the subject. They have already commenced work.

Gamblers are getting hard times of it. Mr Denie, who has lately returned to the Colony, is going zealously to work and has begun to make Hongkong hot for them.

Telegraphic and Railway projects from the East are now quite popular. We rejoice to see signs of vitality in the North China Railway scheme. Active correspondence is already taking place upon the subject between the Company and its agents abroad.

The PORTUGUESE CLUB HOUSE, now fast approaching completion, will be a noteworthy addition to the architectural edifices of this city. Beside the ordinary accommodation provided in first class Club Houses, it includes a very neat and spacious theatre. The Club will thus supply a want that has long been felt here.

Mr Storey is the architect of the building, and it is creditable to his skill and taste in architecture. It is no less gratifying as an evidence of the liberality and enterprise of our Lusitanian fellow-residents. We understand that it will be opened with a formal demonstration on their part, and that His Excellency the Governor of Macao will be invited to take part in the opening ceremony.

The Cricket season has commenced in Hongkong, the first game having been played a few days since and the event formally inaugurated by a dinner in the Evening.

The English Mail has arrived untimely early this trip, being five days before her time. The *Ottawa* is the vessel that has thus honorably distinguished herself.

The ten War junks, recently alluded to as reengaging at Macao, have not been idle, it appears. About ten days back they proceeded down the West Coast to a large town, called Cong Moon, where they captured four piratical crafts and made

at least one hundred prisoners, all of whom were despatched to Canton.

The four missing soldiers belonging to the War junks were returned a short while since all safe and sound—after having been detained at some barracoon upwards of a fortnight.

We that hear there was quite a row on the 23rd instant, on Sunday last, in the inner Harbour, opposite the Custom House, between some of the crews of the War junks, and a number of Coolie brokers. Two of the latter were seized, and killed by the former. The junks have left Macao en route for the coast northward of Hongkong in search of more pirates.

ENGLAND AND CHINA.

We hope that the essay on "England and China," in the first volume of the just published work on "International Policy," will not be accepted by the home public without great qualification of its contents. The whole essay is not in our possession, but from the abstract given of it in the *London and China Express*, it seems to us to have been written for the purpose of bringing discredit on the present generation of English merchants in China, by revival of old imputations of moral debasement, conveyed in a narrative of the events which preceded and followed our collision with the Chinese in 1840-42.

It is said to be historically correct. We must for the present accept our contemporary's assurance on that head; but there are other portions of the essay that invite immediate comment.

"It is desirable to remark (says the writer) that on this, as on almost every other occasion, it is the mercantile class that has taken the initiative in recommending measures of violence." It is equally desirable to remember, in order to form an idea of the *animus* of the essayist, that the conduct of the merchants is described as having been invariably animated by "brutal greed," and "unscrupulous avarice," in the prosecution of the opium trade. It is not necessary, for any moral or political reason, to revert to that period of our history. Another generation of merchants in China has sprung up, and the opium trade has ceased to be an illegal traffic. It has become a necessity, and experience has shown that it affords no ground for the inaudible sentimentalism which once gained such expression at Exeter Hall meetings. India complacently views its increase as indicated in her revenue tables, while no complaints are made by the Chinese or by any local humanitarians that the trade is prejudicial to Chinese morals, or that it is attended by any consequences that would render it liable to a special anathema from Christians who drink brandy and smoke tobacco. But the author of the essay makes no distinction between the circumstances of 1840 and 1866, so that the innocent minds of its untravelled readers are led to the belief that exceptional incidents of the opium war are still characteristics of the opium traffic.

It will be very unfortunate indeed, in view of the complications that are arising in our trade generally with the Chinese, if the home British mind remains infected with the notions which this essay is certainly calculated to strengthen; for it will be very "desirable" that our future negotiations with the government of this empire, whether conducted in peaceful correspondence or at the point of the bayonet, should escape impediment from homely ignorance of the real merits of questions in dispute, of the true character of Chinese diplomacy, and of the conduct of British traders at Chinese ports. We have no desire to become apologists for the transactions by which our present regular intercourse with China was inaugurated, but we do most earnestly protest against the injustice of even insinuating the slightest comparison between the time referred to by the essayist and the present. It is true that our connection with China is now, as it was then, simply maintained for commercial purposes, and it is more probable that future differences between the two countries will arise out of mercantile considerations; for the existing Treaty only operates unfairly upon the interests of foreign commerce by its provisions, but by the looseness of its construction the Chinese are enabled to interpose obstacles to trade that were never contemplated by its framers. Public opinion in England must be prepared to approach the solution of our next Chinese difficulty with a full comprehension of the facts that our excessive anxiety to keep within the terms of the treaty, our submission to many local aggressions on our trade, and the extent to which the foreign Merchants by supineness have allowed their business to fall into the hands of Chinese, are among the circumstances that have induced a renewal of the old feeling of contempt for the foolish barbarians, who have consented to so many squeezes and been so easily outwitted. It will be the "Mercantile class" that will have again to take the "initiative in recommending measures," for it is only on points of commercial policy that any collision between China and England can possibly occur. It may suit such writers as the author of the essay to affect to regard "brutal greed," or "unscrupulous avarice" as the motive which actuates our merchants, but it will be matter for regret if the English public permit themselves to be misled by such unscrupulous and certainly malicious insinuations that are discreditable to the writer and very mischievous in their nature.

The latter part of Article I states that, after explanation afforded.

"The Superintendent still declines to release the ship or goods, he may appeal to his Consul, who will write to inform the Superintendent of the particulars of his appeal and to request him, the Superintendent, to name a day for the public investigation of the evidence on which the action of the Customs is founded.

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"The Superintendent still declines to release the ship or goods, he may appeal to his Consul, who will write to inform the Superintendent of the particulars of his appeal and to request him, the Superintendent, to name a day for the public investigation of the evidence on which the action of the Customs is founded.

"Article II.—The Superintendent, on receipt of the Consul's communication will name a day for meeting him at the Custom-house, and the Consul will desire the merchant to appear with his witnesses, at the Custom house on the day named, and will himself on that day proceed to the Custom house. The Superintendent will invite the Consul to take his seat with him. The Commissioner of Customs will also be seated to assist the Superintendent. Proceedings will be opened by the Superintendent, who will call on the Customs employees who have seized the ship or goods to state the circumstances which occasioned the seizure, and will question them according to their evidence. Whatever the merchant interested may have to state in contradiction of their evidence he will be called to give his evidence, and the Consul will cross examine them for him. Such will be the proceedings in the interest of truth and fairness."

(The Consul and Superintendent may appear by deputy.) Article III states that

"Notes will be taken of the statements of all parties examined, and the paper containing these will be signed and sealed by the Consul and the Superintendent. The room will then be cleared, and the

Superintendent will inform the Consul of the course he proposes to pursue. If he propose to confiscate the vessel or goods and the Consul dissent, the merchant interested may appeal, and the Consul Lavington, giving notice of the appeal to the Superintendent, will forward copies of the above notes—the Consul to his Minister, and the Superintendent to the Yamen of Foreign Affairs at Peking. If the Consul agrees with the Superintendent that the ship or goods ought to be confiscated, the merchant will not be entitled to appeal. In no case will the release of ship or goods entitle the merchant to indemnification for the seizure, whether these be released after the investigation at the Custom house or after appeal to the high authorities of both nations at Peking."

Now with these regulations before us it is difficult to see wherein lies the appeal in any case to the British Consul. The "appeal" is to the high authorities of both nations at Peking; precisely as, if a French vessel were seized in English waters, the appeal would lie to the British Authorities and French Minister in London, who would correspond on the subject.

We are not by any means desirous of making out a case for the Customs Authorities in this instance. They acted, as did the British Consul, up to the letter of the law which (Treaty Art. 47) makes the *undesirable entry* of a port alone punishable by confiscation. That law in this case involved peculiar hardship to the unfortunate owner of the *Prince Albert*, and we think that in this instance justice might well have been tempered with mercy. Merely in its legal aspect, however, the case has many peculiar features reflecting favourably on those engaged in its conduct. The regulations quoted above refer exclusively to Shanghai, and in strict right the Customs Authorities at Canton had the power of seizing the vessel without any Consular intervention whatever. The Customs Superintendent at Canton voluntarily acted upon them in this case in order that the matter might have a fair hearing.

It seems to have been overlooked by the *Press*, and those whose opinions its representatives, that the power of seizure is vested in the Chinese authorities by the 47th and 48th articles of the treaty, which both declare that British vessels violating the treaty "shall be subject to confiscation by the Chinese authorities." The regulations open with the words "when any ship or goods may be seized by the Customs," clearly shewing that the act of "seizure" is to be performed by the Customs.

We have stated these facts in order to shew where the real onus of confiscation lies, or rather what share of the responsibility rests with the foreign Consul and native Customs authorities respectively. The only power possessed by the Consul was that of a sort of veto compelling an appeal to Peking. That he did not exercise that power is undoubtedly true, in this case, much to be regretted, but let no more than his due share of the responsibility be allotted to him. Any one acquainted with his past official life will smile at the charge of "ability in Chinese hands," and the Chinese officials at least have a curiously opposite opinion of his temperament.

After all that has been said upon the subject, however, it may be well to add that we have strong reasons to doubt, from private information, that any action has been taken to reverse the decision come to by the Canton Customs officials. On public grounds alone, as the regulations state that no appeal is permitted when the Consul concurs in the judgment given, we have but too good cause to fear that Mr Quok Acheong will not regain his ship. We should be heartily glad to know that he has a prospect of making an appeal successfully.

OUR POLICY IN CHINA.

The present political condition of China with respect to its rebellions may not aptly likened to that of a man afflicted with a well known Hongkong plague-blind boils. No sooner does it seem that a rebel movement in any part of the Empire is approaching a state in which defeat, like a surgeon's lancet would be comparative extinction, than it is apparently extinguished, as it were, of the empire, only to break out again in another place painfully and threateningly and with much the same result. We have heard little or nothing for the past month of the Nenchi, Taipings, or other troublesome bodies of men of a similar nature, and foreigners are almost beginning to forget that rebels exist. Those only who supply arms which, by indirect means it is true, but none the less surely, reach rebel hands, have their attention kept alive to the fact that rebellion is still arming itself for fresh struggles. The great movement known as the Taiping rebellion is doubtless extinguished for the present, but the fact—not generally known, is that within the last two months the portion of the Empire—Kansu—has been severed definitely from Imperial Government, and that by a section of the population descended from a race proverbial for its annexing propensities, is sufficient to cause lively uneasiness to the authorities at Peking. Whether the Chinese expatriates of Mahomedan will attempt any further conquest remains to be seen. All accounts hitherto to hand represent the Chinese Government as either unable or unwilling to attempt the reconquest of Kansu, and they are perhaps wise in leaving it for the present to itself.

No events of this nature can, however,

be passed over as uninteresting to foreign residents in China. The policy we pursue must be materially modified to meet the changes which occur in the interior of the Empire; as, for example, in the matter of transit duties. It is of course impossible to insist on the Chinese carrying out the treaty provisions in districts disturbed by or in possession of the rebels; and even later than the intelligence respecting Kansu is the news of a formidable body of rebels having made

their appearance in the tea districts. We have two courses open to us in dealing with the Chinese under these circumstances—either to leave China to stand and fall alone, or to afford its government material help and protection in times of internal difficulty. The consideration as to how far we should carry out either the one or the other policy turns upon the question as to whether we intend to demand from the Chinese a full compliance with the engagements into which they have entered with us. If we do so intend, and foreign life and property are to be respected abroad and ashore, we are obviously taking a more tyrannical course in holding them responsible for acts which they are utterly powerless to prevent. Our demands, moreover, must suffice in such a case be passed over, and we must suffer in every way, not only in material loss of life and goods but in the loss of prestige amongst the Chinese?

What then must we do. The Minister for foreign affairs, whose policy has humbled and degraded the name of England in the eyes of the world, has thus far easily succeeded in "interfering where interference is useless and leaving matters alone which have called for strong reprobation and stronger action." Our policy since the signing of the treaty has in fact been the "peace and comfort policy" secretly sneered at by the Chinese, indignant watch-dog by all the states of Europe and America, we have just done enough in China to win the sincere hatred of all and the respect of none. Individual Chinese doubtless appreciate the general uprightness of our Consuls, and two or three Chinese high Mandarins in Peking are able to form a fair estimate of the blundering good intentions which invariably distinguish British diplomacy abroad. But our position with the great mass of the Chinese is as we have above described it, and until we lay down some decided course of policy to which we intend to adhere, so long shall we remain in our present degraded position.

AN OMISSION.

The fact that no inquest was held on the bodies of Capt. Howes, and the seaman of the *Lubra*, previous to interment, has been much commented on; and it is no doubt a thing of very exceptional—we might perhaps say unprecedented—occurrence in any other colony of Great Britain. The official reason assigned for the omission is, that the deceased died at a place beyond the jurisdiction of the Hongkong Coroner. That His Excellency the Governor, and the Coroner, acted in good faith in taking no official coronial notice of the presence in our Civil Hospital of the bodies of two dead men, whose death had undoubtedly been caused by violence, must of course be admitted; but we think that both are labouring under a misconception of their responsibility in the matter. We shall endeavour to remove it.

His Excellency the Governor, by his letters patent, is coroner under the Admiralty

carried that the Auditors for the past year viz. Hon. W. H. Rennie and G. Overbeck Esq., be reelected. Some remarks followed from various gentlemen present, but every confidence was expressed in the directors, the small amount of profit shown arising from cause beyond their control.

LOSS OF THE "WESTMINSTER."

We have to report the loss of the British Ship *Westminster*, Captain Robert Bovey, on the above dangerous rocks, and subjoined the statement of the disaster, made by the first Mate, who has arrived in this place.

The *Westminster* sailed from Shanghai with a cargo of Tea bound for London on Monday week. All proceeded well until 9.30 p.m., on Sunday last, it being the chief Mate's watch, the Captain being on deck at the time, when the Mate perceived a green light, and thought he heard the noise of a steamer in close vicinity. A light was shown and the helms starboarded, thinking the steamer was about to cross their bows. At the same moment the lookout sang out "brothers on the port bow." The helm was at once put in, and an endeavour made to wear the vessel, which manoeuvre, however, did not succeed in preventing the vessel striking. Everything was afterwards done to get her off but without avail, the weather at the time being squally, with an easterly wind. The Captain ordered all sail to be taken in, and the boats lowered for the purpose of laying out an anchor. The vessel, however, remaining stern, and water rising to 45 feet in the hold, in spite of the pumps, the Captain left the ship in the hope of getting assistance from the natives. During his absence the vessel was boarded by them; they stripped the vessel and crew of everything portable, ordered the mate and the remainder of the crew to leave the ship at once. They all accordingly left in two boats, and went in search of the Captain, whom they met returning. On being informed of what had taken place, he determined to go on board again, and left the two boats, his boat's crew consisting of 4 persons, 2nd mate, boatswain, steward, apprentice, and one seaman. The two boats laid off for about three hours, when it was decided that the gig should return, &c., as what had become of the Master and boat's crew; but on their return, they stated that nothing could be seen of the boat or its crew, and that from the noise they heard whilst alongside their opinion was that the cargo was being disturbed in the hold. It being very dark, nothing further was attempted to aid the Captain, or search for him, and for all that is known he may be on board at the present moment. The first mate, who had laid off about five miles, then stood out to sea with both boats, and at daylight on Monday last lost sight both of land and of the unfortunate vessel, steering, &c., as well as possible in the absence of compasses, until Tuesday, at daylight, when he sighted a sail, and pulled up to her by noon. She proved to be the *China*, of Glasgow, bound to Batavia, by which conveyance both boats' crews arrived in this port to-day.

The men in both boats suffered extremely from thirst, and want of food, a very small quantity of either necessary being found in the boats; of course they have saved only the clothes they stand in. It is however to be hoped that the Captain, and the men with him, will turn up all right, although the mate seems to be of an opinion that they met with violence on returning to the vessel.

MISCELLANEOUS NEWS.

We learn that the new Superintendent of the Sailor's Home is likely to place that valuable institution on a more effective footing than heretofore. One great desideratum is that he should work in perfect accord with the Committee of management and this will doubtless do. It is stated on good authority that the Government contemplates removing the shipping office now established at the Harbour Master's, to the Sailor's Home, a step which will in all probability result in great benefit to both the men who frequent the home and the institution itself.

Evening Mail, Oct. 1.

The case of the confiscation of the *Prince Albert* has we learn been referred to Peking for appeal against the decision of the Custom Authorities at Canton. Although the legality of the seizure was debatable there are few who do not regret that the extreme penalty should have been enforced against a vessel which, comparatively speaking, was innocent of anything but a technical offence, and should Mr Quock Acheong's appeal be successful the public will be well pleased at the result.

Evening Mail, Sept. 28.

We understand that Mr Bonchard, engineer, has recovered the property reported as having been stolen by his Chinese boy. The boy, however, is not to be found. It appears he went to a house at Westpoint where he remained all night and part of the next day, Tuesday the 25th instant. He then must have engaged two coolies to take his master's baggage to the Seamen's Hospital. He himself, however, was not brought to return, although it may as well be remarked that a portion of his own luggage was taken along with that of his master. The name of the boy is Ahing, and, so far as is known to the contrary he may be quite a honest fellow. Where is he?

Evening Mail, Sept. 23.

The heat at Canton during the last few days has been insupportable, an average of 100 degrees Fahrenheit having been attained for three consecutive days. Affairs seem generally quiet at that port.

Evening Mail, Sept. 23.

We learn that Mr Bowie has been appointed Consul for the United States at Canton. We have not yet learned whether Mr Perry proceeds to the United States or remains in China.

Evening Mail, Sept. 28.

The suit of the passage boat run down by the *Kinshun* on Tuesday was tried before Mr. Vice Consul Mayes yesterday afternoon. Judgment was given for the steamer, the passage boat having been proved clearly in the wrong.

Evening Mail, Sept. 29.

SPANISH MAGNIFICENCE.—A part of the Spanish fleet in the Pacific having been ordered to the Philippines to refit and repair, an address has been issued by the acting governor inciting the inhabitants to give the "heroes" a welcome. The people of the Philippines "with enthusiastic zeal await

the appearance of the squadron to show them all the gratitude and admiration which heroism merits. Thus as our brothers come to divide with us their glory, let us share with them the comfort and repose which reign in our homes and which these sailors, models of patience and of every virtue, so well deserve. The day on which the conquerors of Chile and Peru place their foot on our shore will be the most noted in the history of the Philippines." Of course there is no harm in a little self glorification, but there are contemporary opinions about the bombardment of Callao that are not altogether consistent with notion of "heroism" in connection with it.

Evening Mail, Sept. 29.

The following piece of information is extracted from the Postmaster's official notice, in the hope that it will meet the eye of the person for whom it is intended.—"The writer of an anonymous letter addressed to the Postmaster at Sydney, which was posted at this Office in August 1865, can hear of the fate of the money the said letter contained on application to F. W. Murchison, Postmaster General, Hongkong, September 24, 1866."

Evening Mail, Oct. 1.

It will be seen, by our extracts from the Shanghai papers, that the Chinese Government has consented to grant Tls. 36,000 for the erection of a light house at the entrance of the Yang-tze-kiang. There seems to be some doubt as to where is the most generally serviceable point on which to place the light house, so that it might be safe to ships coming in from South as well as from North or East. The opinions of Captains in the China trade are invited upon the matter by a Shanghai contemporary, and we need not say that our own columnists are open to the reception of letters relating to so interesting a subject. We trust it will meet with the general attention which it undoubtedly deserves.

Evening Mail, Oct. 1.

THE LENTON TROUPE.—The performances by this clever troupe are drawing to a close in Hongkong, and we advise those of the public who have not yet witnessed the extraordinary feats they perform, to do so while they have an opportunity.

Evening Mail, Oct. 1.

A RATHER severe persecution of the gamblers has been commenced under the guidance of Mr Deane, who has already earned for himself a high reputation as a "breaker up" of those hells.—*Mercury*.

Evening Mail, Oct. 1.

THE following list of local Bankrupts is taken from Saturday's *Gazette*—Aaron Gindell, Bookbinder. Fong A Mow, of Tam-ah-choey Street, Rice dealer. Yip Kung Woo, late Comptador to Messrs Reynolds & Co., of Victoria, in the Colony of Hongkong. Meyer Sassoan Moses and Ruben Solomon, trading together under the firm of Moses & Co., Merchants. Evening Mail, Oct. 1.

A CORRESPONDENT remarks: "Lord Palmerston, so far back as 1848, remarked in reply to a letter from the Manchester Chamber of Commerce, 'Great additional facilities and securities for the British trade with China were undoubtedly obtained by the treaty of Nanking, but it is certainly undeniable, as stated by the Chamber of Commerce, that the full natural development of our trade with China can never be arrived at until our merchants shall enjoy the same means of communicating freely with the purchasers and sellers in the interior of China which are enjoyed by British merchants in other countries with which our commerce is carried on.' Lord Palmerston's opinion on this matter will be thoroughly endorsed, and no doubt acted on when the existing treaty comes to be revised.

Evening Mail, Oct. 2.

THE HARBOUR REGULATION.—The following notice is given in the *Gazette* by the Harbour Master.—Consignees and Masters of ships are hereby informed that, after the 15th proximo, the Boundary, North of which Vessels shall not anchor, is as follows—Kelle's Island bearing E. by S. 18°. All ships to be properly moored with 35 fathoms chain (East and West). The passage between North Boundary of Men-of-war anchorage and the Kowloon Peninsula to be kept clear. The Mail steamers to moor near the Fort William, but South of them. Steamers and Vessels not having any definite employment will still remain on the North side near H. M. S. *Heretic*.

Evening Mail, Oct. 1.

Evening Mail, Oct. 1.

A LARGE merchant junk caught fire in the river at Canton opposite Shantun about noon yesterday and was completely destroyed. Happily no other vessel was injured.

Evening Mail, Oct. 1.

THE TONGMEI leading on the berth for India, China, and the Cape of Good Hope amounts to 39,371 tons, and that for Australia and New Zealand to 32,235 tons. There is not much doing outwards to the East, either with general cargoes or coals, but the reduction in the Bank rate of discount will doubtless cause more animation.—*Malib's Maritime Register*.

Evening Mail, Oct. 1.

WE understand that Mr Bonchard, engineer, has recovered the property reported as having been stolen by his Chinese boy. The boy, however, is not to be found. It appears he went to a house at Westpoint where he remained all night and part of the next day, Tuesday the 25th instant. He then must have engaged two coolies to take his master's baggage to the Seamen's Hospital. He himself, however, was not brought to return, although it may as well be remarked that a portion of his own luggage was taken along with that of his master. The name of the boy is Ahing, and, so far as is known to the contrary he may be quite a honest fellow. Where is he?

Evening Mail, Sept. 23.

THE WAY TO APPROACH AN EDITOR.—"Wang Aon, tendonist and broker, reverently approaches the Editor of the *Hawkin Times*, and presents to him subline notice the following observations, which he humbly trusts may not be regarded as an impertinence. He has long looked up to the Editor as an embodiment of wisdom and public spiritateness. No one not possessed of those commanding characteristics, could have had the courage and talent to initiate, much less to keep up, so useful and effective an exponent of public opinion in this part of the world, in an obscure line, &c. As faithful recorders of the dissatisfaction often expressed at their meetings of punctuality in past times, we cannot do less than note so useful a passage as that made by the *Ottawa*.

Evening Mail, Oct. 1.

WE understand that Mr Bonchard, engineer, has recovered the property reported as having been stolen by his Chinese boy. The boy, however, is not to be found. It appears he went to a house at Westpoint where he remained all night and part of the next day, Tuesday the 25th instant. He then must have engaged two coolies to take his master's baggage to the Seamen's Hospital. He himself, however, was not brought to return, although it may as well be remarked that a portion of his own luggage was taken along with that of his master. The name of the boy is Ahing, and, so far as is known to the contrary he may be quite a honest fellow. Where is he?

Evening Mail, Sept. 23.

THE overland approach to Western China from India through Burma is a matter that seems to be attracting a great deal of attention at home. We lately mentioned at a deputation, comprising several influential members of parliament and large merchants, had waited on the home government to enforce the advisability of directing a survey of the country through Burma to Western China in order to ascertain the most practicable route for a railway. Since then, the Liverpool, and other

Chambers of Commerce, have united with that of Manchester in prosecution of that object, and a formal memorial upon it is to be prepared and presented to the Secretary of State. We sincerely trust that this movement will be regarded favourably by the Derby Ministry, for there can be no doubt that the formal sanction of the British Government, if not actually essential to the success of the enterprise, will greatly facilitate it.

Evening Mail, Oct. 1.

CRICKET.—As announced in our last night's issue, the Hongkong Cricket Club commenced the season by playing a match between two elevens selected by the Treasurer and Secretary of the Club. They subsequently adjourned to the Hongkong Club, where with a few guests they sat down to an ample dinner provided for them by that institution.

We cannot say that the play upon the whole was up to a fair average, but taking into consideration the fact of its being the first game of the season allowances must be made. In fact some of the players were rather exhausted, one actually taking out his hat tired, or we may say "blown" out. The following is the score:

SECRETARY'S ELEVEN.

Player	How out.	Bowler	
Willoughby	bowed.	T. Mercer	1
Hodges	c. Mercer	Mackenzie	1
W. Deane	c. Mercer	Mercer	0
Marshall	b.	do	0
Moss	run out	—	1
Clifford	b.	Case	10
R. Starkey	c. Bird	Mackenzie	2
W. A. Brown	run out	—	4
Loyd	do	—	3
Jackson	b.	Case	0
J. M. Vickers	not out	—	3
	Byes 9, wides 5.		14

Total, 33

TREASURER'S ELEVEN.

Player	How out.	Bowler	
D. Webbs	tired out	—	12
H. B. Gibby	b.	Marshall	14
S. G. Bird	c. Moss	Deane	0
E. L. Woodin	b.	—	0
D. Davidson	before w.	do	4
P. Mercer	v.	Willoughby	1
D. H. Mackenzie	do	—	20
A. S. Post	c. Moss	Deane	4
A. M. Case	c. Jackson	Moss	4
J. R. Anton	b.	Deane	14
F. H. Lane	not out	—	6
	Byes 7, wides 19.		29

Total, 105

Messrs. E. H. Pollard & Pirkis officiated as umpires.

Evening Mail, Oct. 2.

A CORRESPONDENT remarks: "Lord Palmerston, so far back as 1848, remarked in reply to a letter from the Manchester Chamber of Commerce, 'Great additional facilities and securities for the British trade with China were undoubtedly obtained by the treaty of Nanking, but it is certainly undeniable, as stated by the Chamber of Commerce, that the full natural development of our trade with China can never be arrived at until our merchants shall enjoy the same means of communicating freely with the purchasers and sellers in the interior of China which are enjoyed by British merchants in other countries with which our commerce is carried on.' Lord Palmerston's opinion on this matter will be thoroughly endorsed, and no doubt acted on when the existing treaty comes to be revised.

Evening Mail, Oct. 2.

LOSS OF THE SHOONE. "EIN."—We are sorry to have to record the total loss of the British schooner *Ein* which was bound from Bangkok to Hongkong with a very valuable cargo of cotton, copper, &c. During the passage up the China Sea she encountered very heavy weather which caused her to spring a leak. As soon as the Captain ascertained this he put the ship about and steered for Bangkok, but shortly afterwards another heavy squall struck the ship, which did considerable damage, carrying away both masts, and the Captain finding that notwithstanding the exertions of the crew at the pumps, the water in the hold gained upon them until it was nine feet in depth, though it prudent to order the boats to be in readiness, and finally he and the crew were obliged to abandon the craft, and shortly after doing so she founders. We are glad to hear that the Captain and crew arrived safely at Bangkok, having been fifteen days in an open boat. We believe that the cargo was fully insured.—*Evening Free Press*, Sept. 25.

Evening Mail, Oct. 2.

THE TRIP OF THE WACHUSETT. The U. S. S. Wachusett that arrived in our harbour on Saturday morning, left Yokohama Sept. 1st. On the night of the 14th and through the 15th she experienced the same typhoon that proved so severe to the *Duplex* and *Nippon*, with equal severity, being at anchor in Ossina harbor with three anchors down, and her engine in motion to keep the vessel up to them. September 16th left Ossina and arrived at Nag-saki on the 20th, sailed from thence at noon on the 21st and arrived at Hongkong at 9 a.m. of the 29th. Experienced strong N.E. winds all the way down; on the 25th had a severe gale from the Northwest and Eastward. The Wachusett left Yokohama the U. S. str. *Hastford*, flag ship, and *Wyaning*—she brings orders for store ship *Supply* now in the harbour to proceed to Yokohama. The following is a list of the officers attached to the Wachusett. Commander R. W. Slidell, Lieutenant and Executive officer J. W. Phillips, Lieutenant T. G. Graven, Master W. P. Newman, Ensigns—W. C. Wesc and R. Rich, Paymaster E. H. Sears, Surgeon G. Page, Chief Engineer E. B. Lateh.—

Evening Mail, Oct. 1.

WE have been favored with the perusal of a private letter from Berlin, dated August 26th, in which it is stated good authority, that so far from dismising troops at the port of Ossina, the Prussian government is calling in all her additional resources (Reservists-Reservists); even married people have now to do duty in the army. What all this means no one can tell, but something very important must be on the tap. The King has arrived at the Capital, but declined every friendly demonstration on the part of the citizens until he had made his entry at the head of his victorious army. The feeling of the Berliners is as enthusiastic as possible, and King William as well as his great Minister, Count von Bismarck, are vociferously cheered wherever they show themselves. Cholera seems on the decrease.

Evening Mail, Oct. 3.

THE TEA CLIPPERS.—Three different "well authenticated" telegraphic versions of the arrivals of the tea clippers have come to our knowledge since the arrival of the mail. We give them as reported, but believe the last to be the true version.

The first is that they arrived in the following order:

1st, *Taiping* or *Taiping* (illegible) : 2d, *Series*; 3d, *Fiery Cross*; 4th, *Ariel*.

The second version was that the *Taiping* was first; 2d, *Series*; 3d,

Shipping Intelligence.

ARRIVALS.

Date	VESSEL AT	FLAG & RIG	TONS	CAPTAIN	FROM	DEPARTURE	CARGO	CONSIGNERS OR AGENTS
Sep. 24	H. Kong.	B. str.	550	Scuders	Sunderland	May 16	coals	P. and O. Co.
28	Charlton	B. str.	335	Best	Newcastle	June 26	"	L. Matheson and Co.
29	John	B. str.	500	John	Leeds	Aug. 25	mails	Messages Imperiales
29	Tucu	Pr. str.	2500	Holleb	Suez, &c.	Sept. 26	general	P. and O. S. N. Co.
29	Yesso	B. str.	500	Young	Edinburgh	Sept. 26	general	P. and O. S. N. Co.
29	Niphon	B. str.	791	Prak	Shanghai	Sept. 26	general	Arnold Karberg and Co.
29	Endel	B. str.	371	Prak	Switzerland	Sept. 26	"	Arnold Karberg and Co.
29	Bandu	B. str.	210	Prak	Switzerland	Sept. 26	"	Arnold Karberg and Co.
29	James	B. str.	210	Yester	Switzerland	Sept. 26	"	Arnold Karberg and Co.
29	James Longton	B. str.	318	Millan	Nagasaki	Sept. 27	General	Arnold Karberg and Co.
30	Sawouda	A. str.	1002	Jayne	Shanghai	Sept. 27	General	Arnold Karberg and Co.
Oct. 1	Ottawa	B. str.	1974	Eastley	Bombay, &c.	Sept. 13	mails	P. and O. S. N. Co.
2	Snoopy Leen	B. str.	190	Young	London, &c.	Sept. 13	general	P. and O. S. N. Co.
3	Edward Marie	B. str.	397	Sembert	Austria	Sept. 13	general	Arnold Karberg and Co.
4	Heine	B. str.	448	Hedger	Newport	May 23	coals	Messages Imperiales
4	Burlington	B. str.	413	Hide	Yokohama	Sept. 15	general	Orrier
4	Ad. de Mackan	Fr. str.	295	Devanix	Chelmsford	Sept. 22	General	Chinese

PASSENGERS.

Per Tigre—from Marseilles for Hongkong, Mr. and Mrs. Brown, Delano, Frickel Kijenski, Henry Dumont, Parquin, Cottin, Magnan, Gouderot, Blinet, Magua, Aymore, Jacob Paulsen, Waldemar Paulin, Messrs de Champs, Fisher, and Mr. Chambonier.

Per Ottawa—Mrs. Halkett, Mrs. Twigg, Mr. and Mrs. Dick, Messrs Maitz, Pye, Berwick, Michael, Brown, Oxenham, and Williams.

DEPARTURES.

Date	VESSEL AT	FLAG & RIG	TONS	CAPTAIN	DESTINATION	CARGO	DEPARTED BY
Sep. 24	H. Kong.	Am. str.	215	Baumfeld	Tientsin	general	Steamers
27	J. J. Jorgensen	Pr. str.	324	P. Tietz	Tientsin	"	For Sale
27	Annam	Fr. str.	212	Kretz	Tientsin	"	F. or Charter
27	Princes	Pr. str.	312	Jacobson	Newchwang	"	
27	Karoline	Pr. str.	290	Paul	Lehing	"	
27	Sophia Amalia	D. str.	310	Overhoff	Saigon	"	
27	Jacob C. B.	D. str.	492	Jensen	Bourjan	"	
28	Charlotte	D. str.	255	Petersen	Shanghai	"	
28	J. G. Fichte	D. str.	235	Meyer	Newchwang	"	
28	Lund, Biens	D. str.	210	Scuders	Newchwang	"	
29	Catty sarc	B. str.	600	P. J. Orr	Bangkok	"	
29	S. of the Ocean	B. str.	605	Schaeffer	Melbourne	"	
29	Royal Minster	B. str.	447	Andrew	New York	"	
29	Princess Peter	B. str.	399	Wolff	Singapore	"	
29	S. of the Ocean	B. str.	399	Wolff	Batavia	"	
29	St. Matus	B. str.	200	Hoyle	Hamburg	"	
29	St. J. St. J.	B. str.	200	Hoyle	Hamburg	"	
29	Frische senior	B. str.	234	Wolff	Formosa	"	
29	Danube	sw. str.	233	Hansen	Batavia	"	
29	Kamrue	B. str.	255	Wolff	Bangkok	"	
29	Formosa	B. str.	275	Pomfret	East Coast	"	
30	Colossus	B. str.	262	Wolff	Lehing	"	
30	Colossus	B. str.	262	Wolff	London	"	
30	Lausanne	B. str.	206	Wolff	Singapore	"	
30	Wolff	B. str.	1226	Wolff	London	"	
30	Prince of Asturias	B. str.	235	R. Ward	Shanghai	"	
30	New York	B. str.	536	Wolff	Bangkok	"	
30	Jupiter	B. str.	306	Wolff	Kingpo	"	
30	Amoy	B. str.	389	Wolff	Newchwang	"	
1	Vanilla	B. str.	674	Perrey	Bombay	"	
2	Lee-e-moon	B. str.	674	Perrey	Singapore	"	
2	Sincarone	B. str.	329	Perrey	Tientsin	"	
2	G. Helmich	B. str.	227	Schmidt	Tientsin	"	
2	Josephine	S. str.	176	Perrey	Amoy	"	
2	Dolina	S. str.	230	Perrey	Amoy	"	
2	Elisabeth	S. str.	166	Perrey	Amoy	"	
3	Marie Retha	S. str.	169	Perrey	Amoy	"	
3	An. Petronella	D. str.	711	Fordey	Tientsin	"	
3	Numeau	B. str.	230	Hoyer	Tientsin	"	
3	Cola	B. str.	221	Hofer	Singapore	"	
3	Royal Eagle	B. str.	307	Bargen	Chinese	"	
3	Vesta	B. str.	242	Petron	South Sea	"	
3	Johnanna	B. str.	171	Monk	Monkoo	"	
4	Wistaria	B. str.	164	Monk	Monkoo	"	
4	Soujourne	B. str.	190	Elmwood	Elmwood	"	
4	Narvitez	S. str.	600	Elmwood	Elmwood	"	

Shipping in China Waters.

WHAMPAS.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATA OF ARRIVAL	CONSIGNERS OR AGENTS	DESTINATION	INTENDED DEPARTURE
Agathon	C. Harris	B. str.	844	Sept. 1	Birley and Co.	discharging	
Albert Victor	John Thompson	B. str.	870	Sept. 29	John Thompson and Co.	New York	H. R. & W. dock
Medina	John Wyle	B. str.	371	Sept. 29	John Thompson and Co.	H. R. & W. dock	
Narcissus	K. Schmid	B. str.	394	Sept. 2	Schmidt and Co.	H. R. & W. dock	
Nienem	W. Hallard	B. str.	624	Sept. 28	Russell and Co.	H. R. & W. dock	
Nile	Moss	B. str.	13	Sept. 24	Russell and Co.	H. R. & W. dock	
Powhatan	Patton	Am. str.	214	Sept. 24	Russell and Co.	H. R. & W. dock	
Queen May	McKeehan	B. str.	624	Sept. 24	Russell and Co.	H. R. & W. dock	
Reindeer	McKeehan	B. str.	624	Sept. 24	Russell and Co.	H. R. & W. dock	
Ranymede	Lefferson	Am. str.	640	Sept. 7	Ortner	H. R. & W. dock	
Tropic	Lefferson	Am. str.	640	Sept. 7	Ortner	H. R. & W. dock	
Veritas	Carrey	B. str.	632	Sept. 7	Ortner	H. R. & W. dock	
Zephyr	Hooper	B. str.	194	Sept. 24	Ortner	H. R. & W. dock	

HONGKONG.

EXCLUSIVE OF TO-DAY'S ARRIVALS, DEPARTURES AND CLEARANCES.

On Pedder's Wharf—H. P. C., from Pedder's Wharf to Gibb's Wharf—W., Westward of Gibb's Wharf—

from Pedder's Wharf to the Military Hospital—E., Eastward of the Hospital—K., on Kowlongside—

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATA OF ARRIVAL	CONSIGNERS OR AGENTS	DESTINATION	INTENDED DEPARTURE
Steamers							
Azot	W. Baker	B. str.	767	Sept. 16	D. Arnold Karberg and Co.	Tientsin	
Lancaster	J. Johnson	B. str.	447	July 29	D. Arnold Karberg and Co.	Tientsin	
London	E. Byrne	B. str.	700	Sept. 24	D. Arnold Karberg and Co.	Tientsin	
Niphon	Peake	B. str.	579	Sept. 29	P. and O. N. Co.	Tientsin	
Stancon	W. G. C. G. Koch	B. str.	1253	Sept. 21	P. and O. N. Co.	Aberdeen	to dock
Solitude	E. Sutcliffe	B. str.	435	Sept. 23	P. and O. N. Co.	Aberdeen	to dock
Saltette	W. Parry	B. str.	992	July 31	J. J. dos Remedios	Portuguese	
Shooey Leen	Young	B. str.	370	Sept. 5	John Stewart	Shanghai & Co.	
Singapore	W. Wilkinson	B. str.	1890	Oct. 1	P. and O. N. Co.	Shanghai & Co.	
Sundanida	John	B. str.	1650	Sept. 28	Aug. Head and Co.	Shanghai & Co.	
Surana	John</td						